

Amendments to the Claims:

Please amend the claims as follows:

1. (currently amended) A system for controlling brakes of a commercial vehicle, comprising:

at least one of an adaptive distance regulation and driving speed device which, after detection of a hazard, modulates an urgency signal indicative of a degree of urgency of the detected hazard based upon a hazard variable, wherein said urgency signal is continuously variable between a value indicating no urgency and a value indicating a greatest urgency; and

an electronically controlled brake system designed to distribute a desired amount of braking force to a friction brake system and an additional active retarding brake; ~~and~~

wherein the electronically controlled brake system distributes the desired amount of braking force to the friction brake system and the retarding brake in a variable manner based upon the urgency signal, such that at high urgency values the braking force is distributed so that the friction brake system is immediately applied in order to achieve a fastest possible application of the friction brake system and the retarding brake is applied to supplement a braking force supplied by the friction brake system, and at low urgency values the retarding brake is maximally utilized in order to reduce wear and tear on the friction brake system and the friction brake system is applied to supplement a braking force supplied by the retarding brake only to the extent the braking force supplied by the retarding brake is insufficient to meet the desired braking force.

2. (original) The system according to claim 1, wherein the hazard variable is at least one of a relative speed and distance to a vehicle traveling in front of the commercial vehicle.

3-6. (canceled)

7. (currently amended) The system according to claim 1 [[5]], wherein a CAN data bus transmits the urgency signal from a further control device in said at least one adaptive distance regulation and driving speed device to the electronically controlled brake system control device.

8. (canceled)

9. (currently amended) A method for controlling brakes of a commercial vehicle, the method comprising the acts of:

detecting the presence of a hazard;

modulating an urgency signal indicative of a degree of urgency of the detected hazard based upon a hazard variable via at least one of an adaptive distance regulation and driving speed device, wherein said urgency signal is continuously variable between a value indicating no urgency and a value indicating a greatest urgency;

distributing a desired amount of braking force to a friction brake system

and an additional active retarding brake in a variable manner as a function of the urgency signal using an electronically controlled brake system, such that at high urgency values the braking force is distributed so that the friction brake system is immediately applied in order to achieve a fastest possible application of the friction brake system and the retarding brake is applied to supplement a braking force supplied by the friction brake system, and at low urgency values the retarding brake is maximally utilized in order to reduce wear and tear on the friction brake system and the friction brake system is applied to supplement a braking force supplied by the retarding brake only to the extent the braking force supplied by the retarding brake is insufficient to meet the desired braking force.

10-11. (canceled)